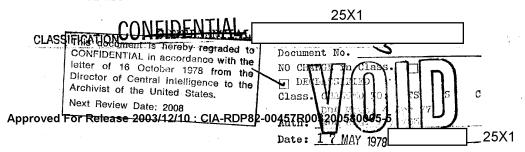
Approved For Release 2003/12/10 . CIA-RDP82-00457R003200580

CLASSIFICATION SEEDEN	
OOC: 41K1	<u>25X1</u>
TOPIC Airframe Plant No.18 in VOSONEZH, Voronezh Oblast	
25X1X	and reprint a factor of the
EVALUATION PLACE OBTAINED 25X1A	
DATE OF CONTENT June 1945 to March 1949	
DATE OBTAINED 25X1A DATE PREPARED 17 August 1949	this marries against
REFERENCES_	
PAGES ENCLOSURES (No. & TYPE)	
REMARKS	
	-

- 25X1X1. Location: On the eastern bank of the Voronezh River, opposite the town of VORONEZH (39°10° E/51°39° N). The plant bordered on a factory airfield to the north.
 - 2. Plant installations: Six workshops, each 500 x 165 x 26 feet.
 - 3. Up to march 1948, one plane would leave one of the workshops about 3 p.m.; since then two planes have texied to the runway every day at the same time.
 - 4. Description of aircraft:
 - a. Single-engine plane with in-line engine; length of fuselage, about 33 feet; span, about 50 feet; three-bladed propeller; low-wing monoplane; wide tapering wings, no dihedral.
 - b. Glazed cockpit; immediately aft of it a rear gunner's station and rod antenna about 15 inches high; landing gear and tail wheel retractable.
 - c. Aircraft weapons (whether machine guns or cannons could not be determined) were projecting beyond leading edges of wings. Soviet workers of the plant stated that this plane, an IL-type, had been in production in the plant since late 1946.
 - 5. The two planes took off every day for a one-hour test flight over the field at an altitude from 1,300 to 2,000 feet before heading southwest without making another landing.

25X1
6.
the planes were
leaving directly from the factory airfield to their respective
unknown destinations.

7. Work force: According to Soviets, about 800 in, each of the three 8-hour shifts.



2	ᆮ	v	1
4	υ	Л	ш

	==-/ \ \ \
Approved For Release 2005 1271 1000	DP82-00457R003200580005-5
Approved For Release Physics	L
	25 ¥ 1 1

25X1A	Joingent:
,,,,,,,	

The report does not make it clear whether the observed planes which, according to the given description may have been of type IL-10, were manufactured or only overhauled in the plant. The work force and the immediate transfer of the planes would seem to indicate overhauling activities. However, the observation that one, respectively two planes left the workshop mularly every day would favor the assumption of a scheduled quantity production. In this case the transfer from the factory airfield may have been due to the necessary adjusting of armament or to the required installation of special in truments in some other plant.

Prior to the transfer to KUIBYSHEV in the fell of 1941, IL-2 planes were manufactured in this plant. The plant was heavily damaged and had to be partly reconstructed so that the former output does not allow definite conclusions as to the present rate of production.

CONFIDENTIAL